

A TRIP TO THE EASTERN SHORE

Being a citizen and taxpayer in the Free State of Maryland, we considered it our civic duty last month to inspect the new bridge across Chesapeake Bay. It is not quite as impressive as the two-decked San Francisco Bay Bridge, though it is nearly as long (and considerably more expensive in tolls), but it is nevertheless an imposing engineering structure.

Part of our reason for making this trip was to get an idea of the environment in which the Eastern Shore schooners and rams were produced, but there is little to be seen today at either Laurel or Seaford to indicate that they once were the building places of sailing vessels. Trucks and the railroads today carry the freight, and these cities are too far from the Bay to be fishing centers. Broad Creek and the Nanticoke River are tidal creeks, however, and it is not too hard to imagine schooners under sail on them.

Bethel today is off the main highway, and we missed it this trip; we hope to visit there on our next trip in the area.

Salisbury has more to show in the way of watercraft. Laid up together in one slip we found the ram LEVIN J. MARVEL of 1891, rather badly hogged; the bugeye R. H. DAUGHERTY, built in 1891 also; and the skipjack FLORA A. PRICE, built in 1910. Six masts in one berth constitute some kind of a record for these days.

Farther down the Wicomico at Tilghman's Fertilizer Co. were lying the skipjack HARRY F. ALBAUGH (an identical twin of the FLORA A. PRICE) and the 48-ton schooner MATTIE F. DEAN, built in 1884 at Madison, Md. She carries her name on the bow in this form, but on the quarters it is "M. F. DEAN."

August is fitting-out month for the oyster fleet, and they are painted white over all with entire disregard for the section of the navigation laws that requires the name to be permanently affixed and visible, so that we had trouble in some cases in finding names. In this same basin were two more skipjacks, which we identified as the MAHIE MISTER, another carbon copy of FLORA PRICE, and IDA MAY, a smaller one built in 1906.

The old lighthouse tender JESSAMINE, built at Baltimore in 1881, now hauls

freight on the river under the name VICTOR LYNN.

At Sharptown, where big schooners once were built, there is nothing to be seen but a fruit-basket factory. Cambridge, on the Choptank, is a headquarters for the oyster fleet as well as a freight center. We saw the motor freighter BETTY I. CONWAY, originally the schooner GEORGE S. ALLISON, built up the Hudson in 1866 at Stony Point, N.Y., unloading a fertilizer cargo. Another apparent conversion is the B. F. TRAVERS, which appears to have begun as a bugeye, but she is listed as built in 1924 at Amburg, Va. The motor freighter FLORA KIRWAN nearby was a converted schooner without doubt, having been built in 1892.

Another interesting vessel at Cambridge is the sloop J. T. LEONARD, a real gaff-and-boom sloop built in 1882. Her shrouds are set up with deadeyes and the topmast backstays pass through a bullseye at the rail and set up on themselves in a fashion almost forgotten today by model-makers, but which the evidence shows was normal for lighter standing rigging a century ago.

Marion Brewington lives at Town Point, not far from Cambridge, and we called on him and Dorothy to see their collection of Chesapeake Bay material. "Dorothy's Discovery" is in a wonderful setting on the shore of the Little Choptank, where hundreds of vessels were built in the 19th Century. To their house, which dates from before the Revolution, they have added a wing for a museum, and they have curved the roof rafters to match the older portion of the house, which used deck beams for rafters.

Marion has acquired a printing press, for producing the labels to his collection of half models, carved work, and sailmaker's and boatswain's gear. His products are little gems of press-work.

CONTENTS OF THIS ISSUE

THE SHIPBUILDERS OF PORT JEFFERSON	
THE MATHERS.....	14
MORE ON NEHEMIAH HAND.....	16
BROOKHAVEN NOTES.....	17
SAILING SHIP NEWS.....	17
BOOK REVIEWS.....	18
STEEL SAILING VESSELS	
BUILT IN FRANCE (Part 2).....	20
THOBER LIST, SQUARE-RIGGERS BUILT	
IN THE U.S. 1876-1877.....	22

THE SHIPBUILDERS OF PORT JEFFERSON THE MATHERS

Although there were dozens of shipbuilding firms operating in Port Jefferson and vicinity at various times throughout the 1800's, only two yards continued into the 20th Century. One of these was James M. Bayles & Son, whose history has already been detailed in LOG CHIPS; the other was Mather & Wood of Port Jefferson. John Titus Mather and Owen E. Wood, the partners, brought to a fitting climax the century-long shipbuilding history of the Mather family on 2 August 1902, when they launched the four-masted schooner *MARTHA E. WALLACE*, the largest schooner ever built in Suffolk County, if not on all of Long Island.

A more substantial link with the past is Mather Memorial Hospital at Port Jefferson, for which John T. Mather left money at his death in 1928.

For this account of the Mathers, we are indebted chiefly to Mr. A. G. Hallock, who has furnished us extensive notes, as well as a clipping of John R. Mather's memoir in the Port Jefferson "Times" for 21 Jan. 1944. Mike Costagliola lent us a clipping of an article by Mr. Hallock on the Jones family, in the same paper for 5 Oct. 1951. Bob Applebee also sent us some useful notes, and we have also drawn on Munsell's 1882 "History of Suffolk County."

The first shipbuilder in the family was Captain John Willse, but the facts and dates concerning the vessels he built are today extremely obscure. One of his earliest vessels was the packet sloop *KING GEORGE*, which, according to Munsell was built at Homan's Hollow (east side of Port Jefferson harbor) in 1797. According to another account, however, the *KING GEORGE* was built in 1783; but this seems highly unlikely, for 1783 was the year the British evacuated New York, and a further reminder of George III would not have been popular.

If it is literally true that Richard Mather (1786-1816) was apprenticed to Willse, and if we are correct in assuming that apprenticeships expired when the apprentice attained age 21, then it would seem that Willse was an established shipbuilder well before 1797. It was in this year, according to Mr. Hallock (accounts also give 1800 and 1801), that John Willse moved his shipbuilding activities from the east side of Setauket Harbor to Drown Meadow, then a hamlet of five houses. Around this time, he built four more sloops, named *COLLECTOR*, *ONTARIO*, *ONEIDA*, and *JANE*,

and the schooner *CULLODEN*. He is also credited with building a vessel named *JAY*, stated to have been the first vessel built at Port Jefferson (or Drown Meadow).

At Drown Meadow, Willse bought a tract at the northeast corner of the village from Thomas Strong, laid out a shipyard (later the J.M. Bayles yard), erected a homestead which he operated as a tavern, and built the first wharf in the harbor, which is still in use. He died in 1816, at the age of 50.

Richard Mather, Willse's apprentice, was the son of Alexander Mather of Old Man's (Mt. Sinai). He married the oldest Willse girl, Irena, in 1813, when she was 20, and they had two children. Richard Mather began building on his own account in 1810, and turned out the following list:

- 1810 Sloop *INVINCIBLE*
- 1812 Sloop *INDEPENDENCE*
- 1814 Sloop *GENERAL PIKE*
- 1816 Sloop *CATHARINE ROGERS*

While superintending the masting of the *CATHARINE ROGERS*, which he was building for his father (and which some accounts call a schooner), Richard Mather stepped back to look upward, fell back over the rail, and died from his injuries the next day, 6 Oct. 1816.

In 1819 his widow married Capt. William Luther Jones (1792-1860), a widower with one child, and at about the same time Titus Mather (Richard's brother) took over operation of the shipyard. He is credited with building the following at Drown Meadow:

- 1823 Sloop *CALHOUN*
- 1824 Sloop *MONTGOMERY*
- 1824 Sch *TRIUMPH*
- 1825 Brig *AMOS PALMER*
- 1826 Sloop *ESCORT*

Wishing to buy the property, but being unable to come to terms with Capt. Willse's executors, Titus Mather then transferred operations across the Sound to East Bridgeport, Conn. Meanwhile, William L. Jones, who apparently had been going to sea during the preceding ten years, became interested in shipbuilding. About 1820 he had built a home in the meadows a little north of the present main square of Port Jefferson, and he now built a shipyard west of his residence, cutting a new channel to the harbor, and building a roadway then called Jones Street (now Main Street). He obtained contracts for several vessels from interests in Egg Harbor, N.J. Here again there are conflicts in dates between various sources, and one authority credits

the brig ANELIA STRONG in the following list to Smith & Darling. There is no record that W.L. Jones had any training as a shipwright, however, and it seems entirely possible that he subcontracted the carpentry work on this vessel to Smith & Darling, instead of acting as his own master carpenter. Whatever the case, here is the list of Capt. W.L. Jones' vessels:

1832	Sch	PEARL	
1833	Sch	VIRGINIUS	
1833	Brig	ANELIA STRONG	
1834	Sloop	EMPIRE	
1834	Sloop	S. B. PACKET	
1834	Sch	CHARLES E. THORN	
1835	Sloop	CONGRESS	
1835	Brig	DARIEN	
1836	Sloop	RADIANT	85 tons (old)
1836	Sch	VOLTA	
1836	Sloop	UNITY	
1837	Sloop	SYLPH	
1837	Sloop	GLEAM	
1837	Sloop	REPORT	
1838	Sloop	BENATE	
1839	Brig	LONG ISLAND	
1840	Sch	SMITH & DARLING	

S.B. PACKET undoubtedly means "Stony Brook packet."

John R. Mather (29 Nov. 1814-6 Aug. 1889) was apprenticed to his uncle Titus at Bridgeport. On attaining his majority, he returned to Port Jefferson, as Drown Meadow had just been rechristened, and formed a partnership with his stepfather. They worked together on the new road and bridge project, following which they built a 500ft dock, with two sets of marine railways on the west side of it. However, in building ships it appears that each worked on his own account, sharing the yard facilities. The list of vessels built by John R. Mather follows:

1838	Sch	CAROLINE E. THORN	
1839	Sch	ALFRED F. THORN	
1840	Sch	EXCELSIOR	Tonnage
1841	Brig	W. L. JONES	old gross
1846	Sch	LADY SUFFOLK	139 99
1849	Sloop	THOMAS B. HAWKINS	
1850	Sloop	WILLIAM H. SANFORD	98
1851	Sch	JOHN R. MATHER	156
1852	Sch	MAGNOLIA	170 139
1853	Sch	NEPTUNE'S BRIDE	263 206
1854	Sch	MAR STED	153 120
1856	Sch	MILLARD FILLMORE	240 168
1858	Sch	WILLOW HARP	180 172
1865	Sch	B. H. JONES	215
1871	3m. Sch	W. L. JONES	374
1872	3m. Sch	B. I. HAZARD	392
1874	3m. Sch	JAMES SLATER	311

1878	1/2 Brig	JOHN McDERMOTT	564
1879	3m. Sch	GEORGE R. CONGDON	458
1882	3m. Sch	BESSIE WHITING	560
1883	3m. Sch	D. K. BAKER	519
1884	3m. Sch	J. H. PARROT	548

According to J.R. Mather's account, his step-father retired the year they built the marine railways (1841?), assigning his interest to his son, Capt. William Mather Jones. The latter, however, was born in 1824, and it may be questioned whether he was old enough to enter into active partnership with his half-brother. Noah Hallock Jones, the son of Capt. William Luther Jones by his first wife, was about seven years older, and he may have been the son mentioned by J.R. Mather. Evidence in support of this theory is the 1845 document of the sloop RADIANT, which shows Noah H. Jones and John R. Mather of Brookhaven as part owners, along with Capt. Thomas B. Hawkins of Providence, her master.

Capt. William Mather Jones, who died 29 Dec. 1905, seems to have become a steamboat captain out of Providence. Another brother was B. Havens Jones (1826-1875).

"American Lloyd's" credits some of the above vessels in the '50's to Mather & Jones, but the junior partner must have been one of the half-brothers. Capt. W.L. Jones turned his attention to shore matters, building the Port Jefferson Hotel, only recently demolished. He died in 1860.

John R. Mather in 1878 moved his shipyard to the present location nearer the railways. He retired in 1885 and died in 1889. He had married Sarah Jane, daughter of Henry Wells, a shipwright of Stony Brook, in 1848, and their son John Titus (1854-1928) also became a shipbuilder. In 1879 he formed a partnership with Owen E. Wood. Mather & Wood in 1881 built the first steam marine railway on Long Island, with a capacity of 1200 tons; in 1895 they took over the west half of the J.R. Mather yard; later they added a 2500-ton railway; and in 1900 built a steam saw and planing mill. Although their chief field was repair work, they built a new vessel every year or two, as given in the following list:

1879	Sharpie sch	BESSIE B.	15
1880	SS	MINNIE B.	51
1882	SS	THE HOYT BROS. CO.	74
1883	SS	NONO WANTUG	220
1883	SS	S. S. BREWSTER	50
1884	SS	MAY QUEEN	32
1888	SS	ACTIVE	77
1889	SS	ITHIEL	31
1890	Yawl Yacht	ADELE	42

1891 Sch Yacht	COMANCHE	87
1898 SS	PARK CITY	391
1901 SS	MARY S. LEWIS	138
1902 4m.Sch	MARTHA E. WALLACE	1108
1903 Steam Yacht	MYRA	33

Most of the small steamers above were oyster dredges. The NONOWANTUC was the ferry between Port Jefferson and Bridgeport, Conn., until she was replaced by the PARK CITY, when she was rebuilt as an oyster dredge at New Haven.

After the dissolution of Mather & Wood, John T. Mather built:

1905 Barge	A.B.KING	271
1906 Lighter	JEROME	168
1906 Lighter	JUDGE	162
1907 Lighter	JAXON	175
1906 Gas Oys.Dredge	JENNIE L.SMITH	30
1908 Gas Oys.Dredge	A. C. FRAZER	30
1908 Lighter	JURY	106

In 1917, at the time the Bayles yard was reorganized to built steel steamers for the U.S.Shipping Board Emergency Fleet Corporation, Mather sold the yard to the new interests. After World War I it was acquired by the Bridgeport & Port Jefferson Steamboat Company. It is now known as the Port Jefferson Shipyard.

MORE ON NEHEMIAH HAND

No sooner had we finished putting together July LOG CHIPS than we turned up a longer memoir of Nehemiah Hand in Mansell's 1882 "History of Suffolk County." The following information from that source supplements our previous story.

Hand's father was a farmer who augmented his income by fishing; he and the other men were lost while hauling a beach seine. Young Hand at the age of 12 was hired out to a farmer at \$5 a month; at 14 he was driving a sand cart in the building of Bellport dock; then he spent two years learning house carpentry, for which he received \$25 a year and his board.

Not much liking this-- it "was all square work," as he put it-- he joined his brother at Stony Brook. In 1833 his boss came to Setauket to establish a yard. (Here is a good place to point out that the Dutch title of "boss" was always given to master shipbuilders at Port Jefferson. Thus we find frequent reference to Boss Jim Bayles or Boss Hand. Farther eastward, in Maine, the English usage was preserved, and we hear of Master Russell of Deering, for example.) In 1834 young Hand was sent to Northport in charge of a gang of men to

finish up and launch a vessel there. After his 21st birthday he stayed on with his brother at \$25 per month until April, when he went with Titus Mather (not Mathews). The house he built in 1840 cost \$1000, and it took him nine years to earn it. In 1841 he built the HELEN JAYNE at Glen Cove, by contract, clearing \$500; but the following year, business being dull, he was back with Bell & Brown in New York City, working by the day. (This confirms our surmise on p.2 of the last issue.) In 1843 he helped repair the sloops GLOBE and AERONAUT.

Hand owned $\frac{1}{2}$ of the MARY A. ROWLAND and of the NASSAU, which was built for Capt. Richard Edwards and Stephen H. Townsend for the Mediterranean fruit trade. The NASSAU was lost when only two years old. She capsized in a storm and six days later one survivor, who had lashed himself to the wreck, was picked up by a passing vessel. Hand insured his interest after the vessel was actually lost, but before she was heard from, and the claim was paid. This was an unusual piece of luck, for he states that he never paid over \$500 for insurance in his entire business operations, on the theory that if insurance companies could make money accepting risks on poor vessels, he could do better by accepting his own risks in good ones.

The big sloop CHASE of 1851 was a Providence-New York packet. On dimensions 74'8" x 25'3" x 6' she carried a 95' mainmast, which she lost one day while racing the Bristol-built rival sloop POINTIER, which measured 76'2" x 26'3" x 7'10". The CHASE's principal owner was on board, but his only remark to the captain was "Never mind, we are ahead." The CHASE was rerigged as a schooner in May 1853.

In 1855 Hand sold his ways and house to Joseph Rowland and moved to a new spot in Setauket, where he built another home. The T.W. ROWLAND, built that year, was 394 tons. In 1859 he built the bark PALLAS for a contract price of \$24,000, delivering her in New York only three days before the time expired. The owners refused to make the last payment, retaining Samuel Tilden as their lawyer, but Hand won the suit and cleared \$3000 on the job.

Hand in 1860 gave a $\frac{1}{2}$ interest and the command of the ALDEBARAN to his son, Robert N. Hand, then only 19. The schooner left Charleston the day before Sumter was fired on. Robert took as first mate Edward Hawkins and sailed for Oporto, with captain and mate both not yet 20 years old. In March 1863 the ALDEBARAN was captured by

the rebel raider FLORIDA, while bound from New York to Maranham, and was burned. After 10 days the captain, mate, and an apprentice were put aboard the Scots brig RUNNYMEDE, with nothing but the clothes on their backs, and it cost the boys \$350 to get home from Greenock. In 1876 the Hands received \$30,160 for their claim, with interest at 4%.

The MARY E. ROWLAND, built in 1862, was sold at a handsome profit in 1863. The AMERICUS cost \$42,000. Robert E. Hand took 1/16 and went master of her. While she was building, the men struck for \$4 for an 8-hour instead of a 10-hr day, but it is not recorded that they won the strike. Hand took a trip up to Albany to buy timber for a house, did some trading in wood ashes and otherwise occupied himself profitably during the strike.

The MARY A. TYLER cost \$24,000 and Hand owned $\frac{1}{2}$. The MARY E. THAYER was built for Capt. Henry Baker for the Mediterranean fruit trade. This was a hard-luck vessel; she was twice dismasted, once robbed of \$1750 in Lisbon, and another time paid damages of \$2117 after a collision when her captain crossed the Atlantic without lights.

The GEORGETTA LAWRENCE cost \$32,000 in 1869 and opened sound in 1881. Once she was struck by lightning off the coast of Cyprus, with a cargo of case-oil. The mate, Charles Robinson, opened the hatch and tossed out the burning cases while his men threw water on him, saving the vessel. On another voyage, bound to East London under Capt. Wm. Overton, she fell in with the rudderless bark CALCUTTA and earned \$5000 salvage for a two-day tow into Cape Town. She had paid her owners \$45,000 by 1882, while the bark G. de ZALDO, built for Waydell & Co., repaid her cost of \$40,000 in five years.

The DAISY was built for Capt. Carty, costing \$32,500. She paid \$10,000 in her first year, and once ran from Cape Henry to Stettin, E. Prussia, in 26 days with case-oil. The THOMAS BROOKS cost \$42,000 and carried 660 hogsheads of sugar. Hand built the NEHEMIAH HAND on his own account and then retired to his farm.

His other activities included serving as assessor in Brookhaven from 1862-65 and helping finance and build the Centerport-Port Jefferson railroad in 1861-62. Another of his interests concerned fighting the compulsory pilotage at Sandy Hook and Hell Gate, and he is credited with being instrumental in winning concessions for the shipowners and operators.

ERRATA TO HAND LIST

Beside the 394 tons for THOMAS W. ROWLAND and the correct spelling of GEORGETTA LAWRENCE, noted above, we should have indicated that MARY E. THAYER and THOMAS W. ROWLAND were half brigs.

A vessel not listed in any of the sources consulted on Hand was the schooner GEORGE H. (or GEORGE W.) TOWNSEND. Her first document, however, gives Nehemiah Hand as master carpenter and 1/6 owner. It is strange that Hand himself fails to mention her. She was 244 tons, built in 1851.

Another Hand-built vessel was the schooner (later half-brig) WM. H. DODGE, but her papers show she was built in Greenport in 1855 by Silas E. Hand, 196 tons. Possibly Silas Hand was the brother to whom Nehemiah was apprenticed.

BROOKHAVEN NOTES

Mention above of the shipwrights' strike during the Civil War for an 8-hour day recalls an item in Munsell's history that the schooner ADELINE in 1846 was the first vessel built in Brookhaven on a 10-hr day. Previously the working day had been from sunrise to sunset.

The ADELINE, 104 tons, was built at Seatauket by Bacon & Babcock.

MADISON HOLMES NAMED

On p. 136 of LOG CHIPS, vol. 2, we listed a schooner built in 1864 by Bayles & Vines. Messrs. Applebee and Hallock jointly have now provided MADISON HOLMES as the name previously unavailable.

SAILING SHIP NEWS

DAR POMORZA, Pol. aux. tr. ship. 16 Aug. passed Dover, bound Bourgas to Gdynia.

MERCATOR, Belg. aux. tr. bkn. 29 July left Faver for Antwerp; arr. 13 Aug.

PAMIR, Ger. aux. tr. bk. 16 Aug. arr Buenos Aires from Bremen; 3 Sept. sailed from Montevideo.

PASSAT, German aux. 4m. tr. bk. 15 Aug. arr Santos from Bremen; 24 Aug. arr Diamante; left 3 Sept.; arr Buenos Aires 6 Sept. She and PAMIR are for sale, Schlieven being in financial distress.

WAGONA, 3m. Sch. Has been towed to Kingston, Wash., and is being advertised to sail from Seattle on 30 Sept. 1952.

ZARYA, Russ. non-magnetic aux. 3m. Sch. Left Turku for Leningrad 20 Sept. 1952, the last vessel built by Finland under the Russian reparations agreement. Neither the U.S. or Britain has a non-magnetic vessel in service.

BOOK REVIEWS

UNDERHILL, Harold A., "Deep-water Sail."
(continued from p.6)

The GREAT REPUBLIC was rerigged as a three-master about 1862.

The plans of TILLY F. WHITNEY do not agree with each other or with our memory of the bark; we plan to take a look at the originals in the Smithsonian one of these days and make a report on them in LOG CHIPS.

The photo of a true brigantine (Fig.14) mentioned on p.53 was taken in July 1890 by the late E.A.Dingley; see "Mariner's Mirror," v.6, p.28. She was a Norwegian vessel.

Mr. Underhill's list of wooden four-masted barks on p.222 should have included the FREDERICK BILLINGS and OCEAN KING; on p.223 he calls the ARCHIBALD RUSSELL the last ship ordered by British owners. This distinction actually belongs to the Lever barks SUNLIGHT and RENDOVA, as we have already pointed out in LOG CHIPS.

Among the American schooner plans, both Plates 84 and 86 are MARY H. DIEBOLD. The six-master in Plate 85 is MERTIE B. CROWLEY, and the four-master in Pl.90 seems to have been a proposed design never built. The bald-headed five-master in Pl.87 is a West Coaster, possibly BRIGHT; we intend to dig further on this point.

Included among the steamer hulls converted to sail after World War I, as listed on pages 237-8, should be the five-masters SINTRAM, UNDAUNTED, and ECOLA. The five-masted barkentines in this group were described in "American Neptune" for 1945, pp.81-82. The two-stage poop mentioned on p.239 was characteristic of West Coast vessels.

Four-masted jackass barks (p.251) were treated in "American Neptune" for 1944, pp. 237-8. Beside those mentioned by Mr. Underhill, there was another converted steamer, CITY OF ADELAIDE, and a Dutch clipper named ARGO, built at Rotterdam in 1854. HATTIE C. BESSE was the former Civil War gunboat GENESEE.

The rig of COLUMBIA RIVER (p.259) had a counterpart on the five-master BIANCA, except that the BIANCA had topmasts. The four-master COMMODORE carried similar single yards on fore and mizen.

The five-master GENERAL SERRET was one of 40 sisters built for the French Government; their sail and arrangement plans were published in the "Transactions" of the Society of Naval Architects and Marine Engineers for 1918, p.33. Among freak rigs,

the AMERICANA, with her original sail plan of topsails on the main and a single yard on the fore, deserves a place ("American Neptune," 1942, p.326).

Some further misspellings involve DOLBARD CASTLE on p.188 and SUSANNE and CHRISTEL VINNEN on p.262.

The last chapter of the book deals with deck fittings. It includes a wealth of useful information, as well as valuable advice as to finish on models.

STRÖM, S.A.E. (Editor), "The Annual Dog Watch, No.9," 96 pp., ill. Shiplovers' Society of Victoria, Box 1169 K, GPO, Melbourne, 1952. Price 4s 6d.

The latest issue of this interesting yearbook contains over 20 items, mostly first-person accounts of various phases of seafaring.

U.S. NAVY DEPARTMENT, "U.S. Naval Flags and Pennants; Descriptions, Uses and Customs," ill. DNC 27, Office of the Chief of Naval Operations, March 1952.

This pamphlet, whose pages are not numbered, combines all the existing regulations and laws concerning flags applicable to the Navy, the current customs and usages, and scale drawings of the flags now in use.

Information of this nature is highly useful to modellers and portraitists, and up to now has been difficult to locate.

MANUCY, Albert, "Artillery Through the Ages; a short illustrated history of cannon, emphasizing types used in America," 92 pp., 51 figs. U.S. Govt. Ptg. Off., Washington, 1949. Price 35¢.

Although focused primarily on land ordnance, this little book contains a great deal of information pertaining also to seaborne guns. The author's research was in connection with his duties as Historian of the Southeastern National Monuments, which include Castillo de San Marcos in Florida, Fort McHenry, and several Civil War battlefields. Many of the types of gun described and pictured in the text can be seen today in these locations, while single pieces are to be seen in practically every courthouse square, 19th Century graveyard, or public park in the country.

Particularly useful is the chapter dealing with the tools used by gunners, for here there was little difference between land practice and sea practice. There are a glossary and a bibliography.

MICHELIS, F. J. "Merchant Ships," 64 pp., ill. Arti, Spoorstraat 38, Alkmaar, Holland, 1951. Price Fl.1.90 (about \$0.50)

Crammed into this little book is a remarkable amount of information about present day merchant vessels. The amount is more remarkable by the fact that it is all given in four languages, English, German, French, and Dutch.

Drawings, many in color, are given of all important vessels in service in 1951 and of typical specimens of modern types. Color also permits ready exposition of such features as gross and net tonnages and of navigation lights. Various means of propulsion are also diagrammed, and fishing and whaling are touched on.

This book is one of a series of "Picture Encyclopedias," others of which so far issued concern flags, costume, jet aircraft, calligraphy, and man. In any one of their languages they would be useful and up-to-date handbooks; but added to this the opportunity to pick up a technical vocabulary in four languages makes these works invaluable.

CUTLER, Carl C., "Five Hundred Sailing Records of American Built Ships," 114 pp. Marine Historical Association, Mystic, Conn. 1952. Price \$3.00 (paper bound).

Years ago, Mr. Cutler compiled some record and near-record passages in an appendix of his "Greyhounds of the Sea." He has now expanded the topic into a whole book, with full consideration of all possible types of sailing record-- greatest hourly speed, greatest day's run, and shortest time between ports.

With regard to speeds, two points are worth noting. The first is that Mr. Cutler clings to the usage "knots per hour." It is quite true that this was considered correct usage a century ago, but "per hour" was dropped in the 1881 revision of Bowditch, and nobody living today can claim to have been bred to the older usage.

The other point is that we know a good deal more today than a century ago about the horsepower required to propel 2000 tons or so of hull through the water at 18 knots or better, and although Mr. Cutler lists a dozen supposedly authenticated cases of this nature, it would be extremely desirable to obtain the opinion of an expert or two in propulsion and tank-testing before these records are cast in bronze or carved in marble on anyone's monument.

Since several of these speeds are based on reported day's runs of 420 miles and

upwards, it should also be pointed out that there is room for a good deal of honest error possibly associated with the determination of these day's runs. The distances were invariably reported from noon to noon, and the reports are all made by ships headed nearly due east, either in the North Atlantic or in the Southern Ocean, but in either case under weather conditions hardly conducive to the obtaining of accurate astronomical fixes. Consider also that in a ship headed due east it is the determination of longitude that is required to give the distance, whereas longitude cannot be accurately determined from the sun when it is near the meridian. It is probably significant that no ship has claimed runs of over 400 miles two days in a row, although the movement of weather patterns is such that a favorable strong wind situation would be likely to keep up with the ship.

Very few record passages from the West Coast are given in this book, leaving a vast field still open for research. Mr. Cutler of course gives a faster time from New York to San Francisco for ANDREW JACKSON rather than FLYING CLOUD.

"BUILDERS OF GLOUCESTER" REPRINTED

Gordon Thomas' book "Builders of Gloucester's Prosperity," reviewed in the last issue of LOG CHIPS, has been reprinted by M. G. Brown & Co., Gloucester, under the title "Fast and Able," price \$1.50. Mr. Thomas is continuing his series in the Gloucester "Times," and we are looking forward to seeing further volumes.

TWO FAIRLY NEW PERIODICALS IN OUR FIELD

Started in 1946, the "Maine Coast Fisherman," a monthly newspaper, is published at Belfast, Maine; subscription \$2 a year. Although chiefly devoted to present-day affairs in the field of its title, the editors manage to work in a historical article or two in every issue, with illustrations, and discussions are continued in its letter columns.

Now in its third volume is the "Belgian Shiplover," edited for the Belgian Nautical Research Association by A. Blancquaert. Entrance fee for the association is Frb 50 (\$1) and annual subscription Frb 100 (\$2). The journal, a mimeographed monthly, is published in mixed English and French, and concerns itself mostly with the Belgian steam merchant marine and the Belgian Navy. President of the BNRA is M. Paul T.R. Scarcariaux, 21 avenue Charbo, Bruxelles 4, Belgium.

STEEL SAILING VESSELS BUILT IN FRANCE (Continued from page 10)

	A. Dubigeon, Nantes-Chantenay.	
ANNE DE BRETAGNE	Bark 2062 Soc. Bretonne de Nav., Nantes.	War loss Nov. 1914.
FRANCOISE D'AMBOISE	Bark 2063 Soc. Bretonne de Nav., Nantes.	War loss Jan. 1916.
MARECHAL DE CASTRIES	Ship 2076 S.A. des Armateurs Nantais, Nantes.	
HENRIETTE	1922 H.H. Schmidt, Hamburg	
HAMBURG	1924 H.H. Schmidt, Hamburg.	Broken up at Troon about 1925.
SAINT ROGATIE	Bark 1648 L. Bureau et fils, Nantes.	War loss 1916.
	S.A. des Forges et Chantiers de la Mediterranee, Havre	
JEANNE CORDONNIER	Bark 2260 Soc. des Voiliers Francaise, Havre.	War loss Apr. '17.
	S.A. des Atel. & Chant. de Normandie (Leporte & Cie.), Rouen	
ALICE	Bark 2796 Cie. Havraise de Nav., Havre	Scrapped 1924.
DUCHESSE D'UZES	Ship 3200 Cie. Francaise de Nav., Nantes.	(Completed 1902)
LEON BLUM	Ship 2849 Soc. des Voiliers Nazariens, Nantes.	Lost 1918.
SUZANNE	Bark 2796 Cie. Havraise de Nav., Havre	Scrapped 1925.

1900

	Ateliers et Chantiers de la Loire, St. Nazaire	
BRENN	Bark 2300 Soc. Celtique Marit., Nantes.	Submerged 1917.
CHARLES GOUNOD	Bark 2302 N. & C. Guillon, Nantes.	Sunk 1917 by STEADLER.
DUPLEIX	Bark 2301 S.A. d'Amr. Nantais, Nantes.	Sunk 1917 by STEADLER.
EDMOND ROSTAND	Bark 2302 N. & C. Guillon, Nantes	Scrapped 1930.
FRANCOIS	Bark 2307 G. Ehrenberg, Havre.	Submerged Aug. 1915.
JANE GUILLON	Bark 2303 N. & C. Guillon, Nantes.	Wrecked 3 May 1907.

Ateliers et Chantiers de la Loire, Nantes

BOSSUET	Bark 2310 Guillon et Haury, Nantes.	Wrecked 8 Nov. 1929
CANNEBIERE	Ship 2573 Soc. Marseillais de Voiliers, Mars.	War loss 1916.
CHATEAU D'IF	Bark 2590 Soc. Marseillais de Voiliers, Mars.	Scrapped 1924.
COMMANDANT MARCHAND	Bark 2313 Cie. Maritime Francaise, Nantes	Missing 1903.
ERNEST REYER	Bark 2300 N. & C. Guillon, Nantes.	Lost 1901.
FRANCOIS COPPEE	Bark 2289 N. & C. Guillon, Nantes.	Lost 1903.
GENERAL FOY	Bark 2300 Soc. des Voiliers Francais, Havre.	Scrapped.
MARGUERITE MIRABAUD	Bark 2293 Soc. des Voiliers Francais, Havre.	Lost 1907.
MONTEBELLO	Bark 2284 Guillon et Fleury, Nantes.	Lost 1906.
NOTRE DAME DE LA GARDE	Bk 2569 Soc. Voiliers Marseillais, Mars.	Lost 1901.

S.A. des Chantiers Nantais de Constructions Maritimes, Nantes

AMIRAL COURBET	Bark 2331 Soc. des Voiliers Nantais, Nantes.	Lost Oct. 1915
AMIRAL DE CORNULIER	Bark 2311 Soc. des Voiliers Nantais, Nantes.	Scrapped 1925.
AMIRAL HANAN	Bark 2311 Soc. des Voiliers Nantais, Nantes.	Scrapped 1923.
COLONEL DE VILLEBOIS		
MAREUIL	Bark 2298 Cie. Maritime Francaise, Nantes.	Scrapped 1929.
EUGENE PEREGLINE	Bark 2310 S.A. des Voiliers Nantais, Nantes.	Submerged 1917.
NEUILLY	Bark 2301 S.A. d. Longs-Courriers Francais, Havre.	" 1917.
PARIS	Bark 2333 S.A. d. Longs-Courriers Francais, Nantes.	Missing '03.
VERSAILLES	Bark 2311 S.A. d. Longs-Courriers Francais, Nantes.	Scrp'd. '28.
VINCENNES	Bark 2311 S.A. d. Longs-Courriers Francais, Nantes.	" '27.

A. Dubigeon, Nantes-Chantenay

EMPEREUR MENELICK	Bark 2072 S.A. des Armateurs Nantais, Nantes	
BULAND	1912 Petersen & Mosvold, Farsund	
SVARVARINUT	1915 A/S Christiansand (S.O. Stray), Oslo.	Scrapped 1925.
MAX	Bark 2075 G. Ehrenberg, Havre.	Lost 12 Feb. 1912
MEZLY	Bark 1631 G. Dor, fils et cie, Marseille.	War loss May 1917.
SAINT DONATIE	Bark 1648 L. Bureau et fils, Nantes.	Missing 1906.
VENDEE	Bark 2066 Raoul Guillon, Nantes.	Scrapped 1926.

1900, continued

FRANCE MARIE	S.A. des Forges & Chantiers de la Mediterranee, Havre.
TAMPICO	Bark 2088 A. Vimont & Cie., Marseille
JULES HENRY	1912 Texas Co., Port Arthur. 1943 floating wharf, N. Orleans.
VILLE DE DI JON	Bark 2088 A. Vimont & Cie., Marseille. Scrapped 1934.
VILLE DE BELFORT	Bark 2025 Cie. des Voiliers Havrais, Havre. Lost 1913.
GERMAINE	Bark 2034 Cie. des Voiliers Havrais, Havre.
	1902 E. Corblet & Cie., Havre. Scrapped 1924.
BIESSARD	A. & C. de Normandie (Laporte & Cie.), Rouen, Grand Quevilly.
DIEPPEDALLE	Bark 2787 Prentout-Leblond & Leroux, Rouen. Missing 1914.
HAUTOT	Bark 2786 Prentout-Leblond & Leroux, Rouen. Burned 1922.
MARTHE	Bark 2789 Prentout-Leblond & Leroux, Rouen. Missing 1906.
VALENTINE	4m. Bk 3255 A.D. Bordes et fils, Dunkirk. Submarined 1917
	4m. Bk 3258 A.D. Bordes & fils, Dunkirk. War loss 1914.
	1899
CASSARD	Ateliers et Chantiers de la Loire, St. Nazaire
EUGENIE FAUTREL	Bark 2289 Soc. des Armateurs Nantais. Wrecked May 1906.
FERRAAL	Bark 2306 G. Ehrenberg & Cie., Havre. War loss Sept. 1917
MARIE	Bark 2300 Cie. Celtique Maritime, Nantes. Lost Aug. 1901
NOEMI	Bark 2298 Soc. Generale d'Armement, St. Nazaire. War loss '16.
	Bark 2298 Soc. Gen. d'Armement, St. Nazaire. Scrapped 1927
EMILIE GALLINE	Ateliers et Chantiers de la Loire, Nantes.
GENEVIEVE MOLINOS	Bark 2051 Soc. des Voiliers Francais, Nantes. War loss 1917.
LA BRUYERE	Bark 2051 Soc. des Voiliers Francais, Nantes. Scrapped 1927.
LA FONTAINE	Bark 2310 Guillon & Fleury, Nantes. Scrapped 1927.
LA ROCHEFOUCALD	Bark 2310 Guillon & Fleury, Nantes. Hulked 1920.
MARECHAL DE TURENNE	Bark 2312 Guillon & Fleury, Nantes. War loss 1917.
MARECHAL DE VILLARS	Bark 2304 Guillon & Fleury, Nantes. Scrapped 1928.
MARGUERITE DOLLFUS	Bark 2304 Guillon & Fleury, Nantes. War loss 1916.
MARIE MOLINOS	Bark 2038 Soc. des Voiliers Francais, Havre. War loss 1917.
MARTHE ROUX	Bark 2052 Soc. des Voiliers Francais, Havre. Lost 1916.
MOLIERE	Bark 2063 Soc. des Voiliers Francais, Havre. Lost 1917.
	Bark 2310 Guillon & Fleury, Nantes. Scrapped 1928.
BEAUMANOIR	A. Dubigeon, Nantes-Chantenay
WULFF	Bark 1675 L. Bureau et fils, Nantes.
FIXSTJERNE	1912 Pedersen & Mosvold, Farsund.
ARISTOS	1916 H. Jacobsen & Co., Sarpsborg
NORMANDIE	1920 Iver Bugge, Larvik. Scrapped 1923
SAINT ANNE	Bark 2056 R. Guillon, Nantes. Lost 1899 on Ascension.
KNYGEN	Bark 1665 L. Bureau et fils, Nantes.
SKARV	1910 Pedersen & Mosvold, Farsund.
TOURNAINE	1915 S.O. Stray, Kristiansand. Scrapped 1923, Germany
	Bark 2064 Raoul Guillon, Nantes. Scrapped 1926.
CROISSET	S.A. At. & Ch. de Normandie (Laporte & Cie.) Grand Quevilly, Rouen
ELISABETH	Bark 2783 Prentout-Leblond & Boniface, Rouen. Lost 1908.
NANTES	Bark 2175 Ch. Tiberghien & fils, Dunkirk. War loss 1917.
SEINE	Bark 2786 Cie. Nantaise de Nav. a Vapeur., Nantes. War loss '16.
	Bark 2185 A.D. Bordes et fils, Dunkirk. Lost 1900
EMILIE SIEGFRIED	Forges et Chantiers de la Mediterranee, Havre
SAINT MARGUERITE	4m. Bk 3214 Brown & Corblet, Havre
BLANCHE	1911 Soc. Nav. de l'Oceanie
VILLE DE MULHOUSE	1912 A.D. Bordes et fils, Dunkirk. Submarined Sept. 1917.
VILLE DU HAVRE	4m. Bk 3214 Soc. des Voiliers Havrais, Havre. Hulked 1927, Chile.
	4m. Bk 3231 Soc. des Voiliers Havrais, Havre. War loss 1916.

(to be continued)

SQUARE-RIGGERS BUILT IN THE U.S. SINCE 1870, BY FRANK W. THOBBER

(Continued from p.12)

1876

ADA F. CROSBY	Bkn 560 Calais Me.	Nickerson & Rideout	Philadelphia
ADAM M. SIMPSON	S 1525 Bath Me.	Goss, Sawyer & Packard	Philadelphia
ALAMEDA	S 1474 Bath Me.	Goss & Sawyer	Bath Me.
ALICE	B 504 Millbridge Me.	J. W. Sawyer	Portland Me.
ANNIE REED	B 735 Waldoboro Me.	Reed & Welt	New York
ANTIOCH	B 987 Kennebunkport Me.	David Clark	Boston
B. F. WATSON	B 993 Bath Me.	William Rogers	New York
BELLE OF OREGON	B 1169 Bath Me.	Goss & Sawyer	Portland Ore.
BONNY DOON	Bkn 570 Machias Me.	John Shaw	Machias Me.
C. P. CARTER	(completed as P. R. HAZELTINE)		
CASSANDRA ADAMS	B 1127 Seabeck W.T.	Hiram Doncaster	Port Townsend W.T.
CLARISSA B. CARVER	S 1144 Searsport Me.	J. H. Lane & Co.	Searsport Me.
DAKOTA	S 1370 Bath Me.	Goss & Sawyer	Bath Me.
EDITH DAVIS	B 823 Knightville Me.	J. F. Randall & Co.	Portland Me.
ELINOR VERNON*	Bkn 570 Pembroke Me.	J. B. Nutt	New York
EMMA L. PARTRIDGE	B 468 Belfast Me.	Henry McGilvery	Stockton Me.
EUREKA	S 2101 Richmond Me.	T. J. Southard & Son	Richmond Me.
FARRAGUT	S 1549 Newburyport Mass.	John Currier Jr.	Boston
FORMOSA	Bkn 535 Brewer Me.	Jos. Oakes & Son	New York
FRED P. LITCHFIELD	B 1083 Bath Me.	Goss & Sawyer	New York
GEORGE W. SWETNEY	Bkn 679 Mays Landing N.J.	Lane & Bros.	Philadelphia
GREGIAN	S 1678 Kennebunkport Me.	Titcomb & Thompson	Boston
HARVEY MILLS	S 2187 Thomaston Me.	Harvey Mills	Thomaston
HATTIE G. DIXON	Bkn 528 Damariscotta Me.	C. G. Merry	Damariscotta
HAYDN BROWN	B 865 Newburyport Mass.	Atkinson & Fillmore	Boston
ILLIE	B 758 Millbridge Me.	J. W. Sawyer	New York
INDIANA	S 1488 Bath Me.	E. & A. Sewall	Bath Me.
ITONUS	B 851 Yarmouth Me.	Hutchins & Stubbs	Portland Me.
IVY	S 1243 Phippsburg Me.	C. V. Minott	Bath Me.
JOHN de COSTA	S 1753 Freeport Me.	Briggs & Cushing	Portland Me.
JOHN L. HASBROUCK	Bkn 772 Kennebunkport Me.	N. L. Thompson	New York
JOHN M. CLERK	B 719 Camden Me.	Coombs & Bean	Camden Me.
JOHN T. BERRY	S 1420 Thomaston Me.	Samuel Watts	Thomaston
JOHN & WINTHROP	B 338 Bath Me.	Goss, Sawyer & Packard	New Bedford Mass.
JOSEPHUS	S 1470 Newcastle Me.	E. Haggett	Newcastle Me.
JUSTINE H. INGERSOLL	B 609 Columbia Falls Me.	J. H. Grandon	New York
KATIE FLICKINGER	Bkn 472 Seattle W.T.	Bryant & Bigelow	San Francisco
MANHEGAN	B 1173 Rockport Me.	John Pascal	Camden Me.
MARY E. MANTON	(renamed PHILENA WINSLOW)		
MARY S. AMES	B 700 E. Boston Mass.	Campbell & Brooks	Boston
N. T. HILL	S 1379 Bucksport Me.	Wm. H. Genn	Boston
OBED BAXTER	B 916 Newburyport Mass.	George E. Currier	Boston
OLIVE THURLOW	B 660 Calais Me.	Rideout & Lord	New York
ORACLE	S 1550 Bath Me.	Hitchcock & Blair	Bath Me.
P. N. BLANCHARD	S 1582 Yarmouth Me.	Blanchard Bros.	Boston
P. R. HAZELTINE*	S 1664 Belfast Me.	C. P. Carter & Co.	Belfast Me.
PALMYRA	S 1360 Bath Me.	Goss & Sawyer	Bath Me.
PAUL REVERE	S 1735 E. Boston Mass.	Smith & Townsend	Boston
PHILENA WINSLOW*	S 2117 Kennebunkport Me.	N. L. Thompson	Portland Me.
PORTLAND LLOYDS	S 1242 E. Deering Me.	G. W. Russell	Portland Me.
QUEENSTOWN	S 1549 Richmond Me.	J. M. Hagar	Richmond Me.
QUICKSTEP	Bkn 423 Port Ludlow W.T.	Hall Bros.	San Francisco
R. R. THOMAS	S 1389 Searsport Me.	E. Dunbar	Searsport Me.
REAPER	S 1469 Bath Me.	E. & A. Sewall	Bath Me.
REMBRANDT	S 1414 Kennebunkport Me.	Crawford & Perkins	Boston
SACHEM	S 1381 E. Boston Mass.	C. Sampson	Boston

*footnotes are on page 24.

(Immigrants) 1876 (continued)

SAMARIA	S 1509 Bath Me.	Houghton Bros.	Bath Me.
SAN JOAQUIN	S 1637 Freeport Me.	E. C. Soule	Portland Me.
SANTA CLARA	S 1535 Bath Me.	Chapman & Flint	New York
SOUTH AMERICAN	S 1762 E. Boston Mass.	Smith & Townsend	Boston
SPARTAN	B 749 Bath Me.	Hawley & Palmer	Bath Me.
THRASHER	S 1512 Bath Me.	E. & A. Sewall	Bath Me.
TILLIE BAKER	B 719 Harrington Me	G. Emery	New York
WESER	B 974 Bath Me.	Brown & Stantial	Bremerhaven Germany
WESTERN BELLE	B 1135 Bath Me.	Goss & Sawyer	Portland Ore
WILLIAM W. THOMAS	B 661 Calais Me.	Nickerson & Rideout	Portland Me

1877

ABBIE CARVER	B 983 Newburyport Mass.	Atkinson & Fillmore	Boston
ALEX. GIBSON	S 2194 Thomaston Me.	Edward O'Brien	Thomaston
ALFRED D. SNOW	S 2075 Thomaston Me.	Samuel Watts	Thomaston
AMERICA	B 345 Madison Conn.	Miner & Son	New Haven Conn.
AMY TURNER	B 991 E. Boston Mass.	Smith & Townsend	Boston
ANITA BERLIND	Bkn 666 Camden N.J.	D. J. Risley & Co.	Philadelphia
ANNIE H. SMITH*	S 1504 Calais Me.	Nickerson & Rideout	New York
ARMENIA	S 1699 Bath Me.	Houghton Bros.	Bath Me.
ATTLEBORO	B 179 Bath Me.	Brown & Hodgkins	New Bedford Mass.
AZOREAN	B 487 Chelsea Mass.	Pierce & Montgomery	Boston
BARING BROTHERS	S 2166 Thomaston Me	Edward O'Brien	Thomaston
BELLE OF BATH	S 1418 Bath Me.	Goss & Sawyer	Bath Me.
BULLION	S 1300 Bath Me.	Brown & Stantial	Bath Me.
C. C. CHAPMAN	S 1653 Bath Me.	William Rogers	Portland Me.
CARRIE HECKLE	Bkn 498 Knightville Me.	J.F. Randall & Co.	Portland Me.
CHALLENGER	S 1456 Bath Me.	E. & A. Sewall	Bath Me.
CHARLES DEERING	B 810 Columbia Falls Me.	John H. Crandon	New York
CHARLES STEWART	B 630 Belfast Me.	G. W. Cottrell	New York
CRESCENT	B 613 Bath Me.	Goss & Sawyer	New York
DANIEL BARNES	S 1485 Bath Me.	William Rogers	New York
FLEETING	B 328 Port Jefferson NY	J.M. Bayles & Son	New Bedford Mass.
FLORENCE	S 1684 Bath Me.	Goss & Sawyer	Bath Me.
FOREST BELLE	B 1296 Bath Me.	Goss & Sawyer	Portland Ore.
GAY HEAD	B 265 Mattapoisett Mass.	Jonathan H. Holmes	New Bedford Mass.
GEORGE A. WRIGHT	B 923 Yarmouth Me.	Hutchins & Stubbs	Portland Me.
GLENEIDA	B 784 Pembroke Me.	Hobart & Pettengill	Pembroke Me.
GOV. GOODWIN	S 1459 E. Boston Mass.	Campbell & Brooks	Boston
GRACE DEERING	B 734 Knightville Me.	J.F. Randall & Co.	Portland Me.
GRANITE STATE	S 1684 Kittery Me.	Daniel Marcy	Portsmouth N.H.
H. G. JOHNSON	B 1081 Newburyport Mass.	George E. Currier	Newburyport
HANNAH W. DUDLEY	B 1128 Kennebunkport Me.	David Clark	Boston
HECLA	S 1529 Bath Me.	Goss & Sawyer	Bath Me.
HIRAN EMERY	B 799 Kennebunkport Me.	N.L. Thompson	Boston
HORATIO	S 349 Port Jefferson NY	J.M. Bayles & Son	New Bedford Mass.
ICE KING	S 1198 E. Boston Mass.	R. E. Jackson	Boston
ICEBERG	S 1177 E. Boston Mass.	Justin E. Taylor	Boston
ICELAND	S 1179 E. Boston Mass.	R. E. Jackson	Boston
J. W. DRESSER	Bkn 634 Castine Me.	J. A. Webster	Castine Me.
JABEZ HOWES	S 1648 Newburyport Mass.	J. Currier Jr.	New York
JACOB A. HOWLAND	B 355 New Bedford Mass.	S. Dammon	New Bedford
JAMES ALLEN	B 348 Bath Me.	Goss & Sawyer	New Bedford
JAMES NESMITH	S 1736 Bath Me.	A. Hathorn	Bath Me.
JAMES A. WRIGHT	B 933 Wilmington Del.	Jackson & Sharp Co.	Philadelphia
JOHN R. STANHOPE	B 407 Rockland Me.	Snow, Pearson & Co.	Rockland Me.
JONATHAN BOURNE	B 1472 Bath Me.	Goss & Sawyer	Boston
JOSEPH A. ROPES	B 711 N. Weymouth Mass.	N. P. Keen	New York

*footnotes are on p. 24.

(continued) 1877 (continued)

JOSEPHINE	B	385 Bath Me.	Goss, Sawyer & Packard	New Bedford Mass.
JULIA	B	799 Ellsworth Me.	T. M. Grant	Ellsworth Me.
KENNARD	B	617 E. Machias Me.	Wm. H. Stevens	New York
KEPLER	B	770 Bath Me.	Goss & Sawyer	Bremen, Germany
LEVI G. BURGESS	S	1617 Thomaston Me.	Samuel Watts	Thomaston Me.
LIZZIE MARSHALL	B	454 Maine Prairie Cal.	L. Mortensen	San Francisco
LLEWELLYN J. MORSE	S	1393 Brewer Me.	J. Oakes & Son	Bangor Me.
LOTTIE MOORE	B	881 Setauket N.Y.	G. E. Hand	New York
LUCRETIA	B	303 Bath Me.	Goss & Sawyer	New Bedford Mass.
MABEL	B	188 Bath Me.	Brown & Hodgkins	New Bedford Mass.
MABEL CLARK	S	1661 Waldoboro Me.	Edwin O. Clark	Waldoboro Me.
MIRIAM	B	598 Camden Me.	Bean & Brown	Camden Me.
NELLIE BRETT	B	726 Calais Me.	Rideout & Lord	New York
NORMANDY	S	1209 Damariscotta Me.	Clark & Curtis	Newcastle Me.
NORTH BEND	Bkn	376 North Bend Ore.	John Kruse	San Francisco
PALESTINE	S	1470 Bath Me.	W. V. Moses & Son	Bath Me.
PANAY	S	1190 E. Boston Mass.	J. E. Taylor	Salem Mass.
PAUL JONES	S	1258 Portsmouth N.H.	J. F. Fernald	Portsmouth N.H.
PHAROS	S	2002 Kennebunkport Me.	N. L. Thompson	Boston
RALPH M. HAYWARD	Bkn	605 Waldoboro Me.	W. Storer	Boston
RAMBLER	B	1018 E. Boston Mass.	Smith & Townsend	Boston
RED CLOUD	S	2208 Quincy Pt. Mass.	George Thomas	Boston
RED CROSS	S	1301 Richmond Me.	T. J. Southard & Son	Richmond Me.
REINDEER	B	357 New Bedford Mass.	S. Dammun	New Bedford Mass.
ST. DAVID	S	1596 Bath Me.	John McDonald	New York
ST. MARK	S	1973 Bath Me.	Hitchcock & Blair	Bath Me.
ST. STEPHEN*	S	1392 Bath Me.	John McDonald	New York
SARAH S. RIDGWAY	B	870 Wilmington Del.	Jackson & Sharp Co.	Philadelphia
SEA KING	S	1492 Bowdoinham Me.	G. H. Theobald	Richmond Me.
SINTRAM	S	1674 S. Freeport Me.	E. C. Soule	Freeport Me.
THOMAS M. REED	S	1517 Bath Me.	E. & A. Sewall	Bath Me.
VIGILANT	S	1800 Kennebunkport Me.	N. L. Thompson	Boston
VILORA H. HOPKINS	B	977 Millbridge Me.	J. J. Sawyer	New York
VIRGINIA	B	750 Machias Me.	John Shaw	Machias Me.
WANDERING JEW	S	1737 Rockport Me.	John Pascal	Camden Me.
WILLIAM G. DAVIS	S	1669 E. Deering Me.	George Russell	Portland Me.
WILLIAM H. CONNER	S	1496 Searsport Me.	Marlboro Packard	Searsport Me.
WILLIAM HALES	B	868 Newburyport Mass.	Atkinson & Fillmore	Boston
WILLIE REED	S	1450 Waldoboro Me.	A. R. Reed & Co.	New York

NOTES ON PAGES 22 TO 24

ELINOR VERNON (p.22) was documented as built in 1876 although she was not launched until 25 May 1877. She had been completed the previous year, but the ice in the river delayed her launching until the following spring.

P. R. HAZELTINE was the 100th vessel built by C. P. Carter, who died before she was finished, and the vessel was completed by Capt. Horace Herriman. She was launched as the C. P. CARTER, but the name was changed before she was documented.

PHILENA INSLOW, according to Matthews, was launched as the MARY E. MANTON; however according to another source she was originally christened OCEAN QUEEN. She seems to have been launched 22 June 1876 and not documented until 19 August.

ANNIE H. SMITH (p.23), though documented as built in 1876, was not launched till 2 January 1877, whereas ST. STEPHEN (p.24) was launched on 15 Dec. 1876 and documented as built in 1877.

PHAROS was launched on 14 April 1877, according to Margaret Thompson under the name FINE TRADE, but she remained unsold till the end of November and was not documented as PHAROS till 7 December.

OBITUARY

Frederick Pease Harlow, author of "The Making of a Sailor," died at his home in Seattle, Washington, on 10 September. He was 95. He had also compiled a book on sea chanties, a fragment of which was published in "The American Neptune" several years ago.